

# Georgia Partnership for Transportation Quality (GPTQ) Workshop



## Metro Atlanta Managed Lanes System Plan

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# Agenda

- Managed Lanes “Primer”
- Study Overview
- Related Study Efforts
- Goals of a Managed Lane System
- Potential Strategies
- Next Steps

# What is a Managed Lane?

*Managed lanes* are highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions.\*



\*FHWA Office of Operations  
website

## What Can Managed Lanes Provide?

- Maximize Existing Capacity
- Manage Demand
- Offer Travel Options in a Congested Corridor
- Increase the Effectiveness of HOV Lanes
- Separate Large Vehicles (such as trucks & buses)
- Broaden Funding and Revenue Strategies
  - Pricing can protect mobility
- Provide flexible options for constrained corridors lacking ability to build enough lanes to address congestion, long-term

# What are the Types of Managed Lanes Strategies?

- **Pricing Focused:** *Value Priced Express Toll Lanes, Express Toll Lanes*
- **Vehicle Eligibility:** *HOV, Truck Restricted Lanes*
- **Access Control:** *Express Lanes (non-tolled)*
- **Pricing + Vehicle Eligibility:** *High Occupancy Toll Lanes*
- **Vehicle Eligibility + Access Control:** *Exclusive Transitways, Dedicated Truck Lanes*
- **Pricing + Vehicle Eligibility + Access Control:** *Multifaceted Lane Facilities*

# What are the challenges for proposing Managed Lanes?

- Should be Part of an Overall Mobility Strategy
  - A tool to be used as part of a comprehensive plan to achieve regional goals
- Complex Issue/Policy Discussion
  - Need clearly articulated goals
- Environmental Concerns
- Community Issues
- Right-of-way Constraints
- Construction Costs

# ■ GDOT's Managed Lanes System Plan

- Metro Atlanta Focus
- All Limited-Access Freeways
- Study Began: January 2007
- Study Complete: August 2008
- Corridor-Specific Recommended Strategies
  - Project Costs
  - Projected Demand
  - Planning Level/Preliminary Level Revenue Estimates
  - Preliminary Concept Level of Design

# Coordination with other Studies & Initiatives

## GDOT

- Truck Only Lane Study
- I-285 Strategic Implementation Plan
- HOV System Plan
- Metro Atlanta Radial Freeway Plan
- Revive 285

## SRTA

- I-75 Value Pricing (South)
- GA 400 Managed Lanes Feasibility Study
- High Occupancy Toll/Truck Only Toll Study

## ARC

- Freight Mobility Plan
- Managed Lane Policy

## Public Private Partnership

- State Route 316 (inactive)
- I-75/575 NW Corridor
- State Route 400
- I-285 NW Truck-Only Toll Lanes
- I-20 Managed Lanes Corridor



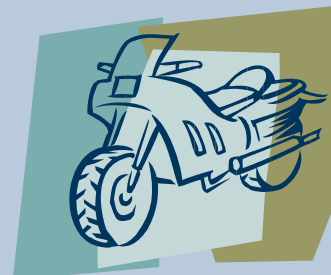
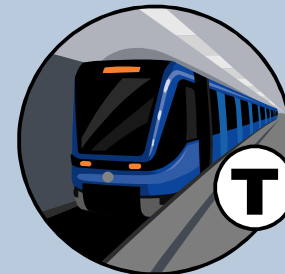


## Managed Lane System Plan: Potential Goals

- Trip Reliability
- Improve Freeway Efficiency
- Manage Demand in the Corridor
- Offer Choices that Provide Travel Time Savings
- Enhance Revenue Options

# Managed Lane System Plan: Investigate Corridor-Specific Strategies

- Who could be served?
  - SOV
  - HOV (2+, 3+, 4+, ?)
  - Trucks
  - Buses/Transit
  - Light/Heavy Rail Interface
  - Etc.



# Managed Lane System Plan: Corridor-Specific Strategies

What Strategy is appropriate?

- Considerations
  - Need and Demand
  - Right-of-Way
  - Constructability
    - (environmental/cost)
  - Financing
  - Etc.



# Managed Lane System Plan: Corridor Specific Strategies (*cont'd.*)

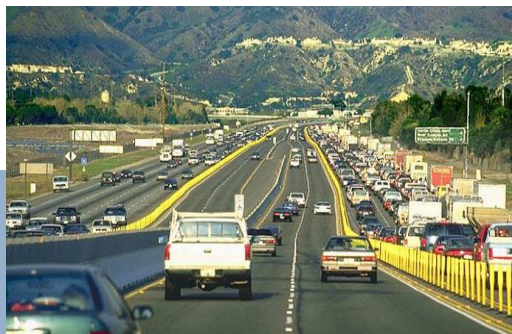
Determine Preliminary Concepts appropriate to each corridor

- Inside/Outside?
- # of lanes?
- Access Points?
- Barrier vs. Pylon separation?
- Cost?
- Etc.



# Managed Lane System Plan: Next Steps

- Identify Recommendations for each corridor
- Develop Preliminary Concepts
- Coordinate Preferred Financial Alternatives
- Finalize an Implementation Plan
  - Identify Corridor Priorities
  - Coordinate with Stakeholders and Transportation Planning Partners



# Q&A